

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, December 3, 2013
MAG Office
Phoenix, Arizona

MEMBERS ATTENDING

- * Philip McNeely, Phoenix, Chairman
- William Mattingly, Peoria, Vice Chair
- * Daniel Culotta, Avondale
- John Minear, Buckeye
- # Jim Weiss, Chandler
- * Jamie McCullough, El Mirage
- Jessica Koberna, Gilbert
- Doug Kukino, Glendale
- * Cato Esquivel, Goodyear
- # Rodolfo Lopez for Kazi Haque, Maricopa
- # Greg Edwards for Scott Bouchie, Mesa
- Tim Conner, Scottsdale
- # Antonio DeLaCruz, Surprise
- * Oddvar Tveit, Tempe
- * Youngtown
- Ramona Simpson, Queen Creek
- * American Lung Association of Arizona
- # Wendy Crites for Kristin Watt, Salt River Project
- Rebecca Hudson, Southwest Gas Corporation
- Ann Carlton, Arizona Public Service Company
- # Susie Stevens for Gina Grey, Western States Petroleum Association
- Robert Forrest, Valley Metro/RPTA
- * Dave Berry, Arizona Motor Transport Association
- * Jeannette Fish, Maricopa County Farm Bureau
- Steve Trussell, Arizona Rock Products Association
- * Claudia Whitehead, Greater Phoenix Chamber of Commerce
- # Amanda McGennis, Associated General Contractors
- * Spencer Kamps, Homebuilders Association of Central Arizona
- * Mannie Carpenter, Valley Forward
- # Kai Umeda, University of Arizona Cooperative Extension
- Joonwon Joo for Beverly Chenausky, Arizona Department of Transportation
- Diane Arnst, Arizona Department of Environmental Quality
- * Environmental Protection Agency
- Thomas Ekren, Maricopa County Air Quality Department
- Michelle Wilson, Arizona Department of Weights and Measures
- * Ed Stillings, Federal Highway Administration
- * Judi Nelson, Arizona State University
- # Stan Belone, Salt River Pima-Maricopa Indian Community

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

OTHERS PRESENT

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| Lindy Bauer, Maricopa Association of Governments | Megan Sheldon, City of Glendale |
| Matt Poppen, Maricopa Association of Governments | Lee Jimenez, Maricopa County Department of Transportation |
| Julie Hoffman, Maricopa Association of Governments | Rusty Van Leuven, Arizona Department of Agriculture |
| Kara Johnson, Maricopa Association of Governments | |
| Dean Giles, Maricopa Association of Governments | |
| Patrick Shaw, Maricopa Association of Governments | |
| Cathy Arthur, Maricopa Association of Governments | |
| Taejoo Shin, Maricopa Association of Governments | |
| Randy Sedlacek, Maricopa Association of Governments | |

1. Call to Order

A meeting of the Maricopa Association of Governments (MAG) Air Quality Technical Advisory Committee (AQTAC) was conducted on December 3, 2013. William Mattingly, City of Peoria, Acting Chair, called the meeting to order at approximately 1:30 p.m. Greg Edwards, City of Mesa; Jim Weiss, City of Chandler; Amanda McGennis, Associated General Contractors; Rodolfo Lopez, City of Maricopa; Susie Stevens, Western States Petroleum Association; Wendy Crites, Salt River Project; Stan Belone, Salt River Pima-Maricopa Indian Community; Kai Umeda, University of Arizona Cooperative Extension; and Antonio DeLaCruz, City of Surprise, attended the meeting via telephone conference call.

Acting Chair Mattingly indicated that copies of the handouts for the meeting are available. He noted for members attending through audio conference, the presentations for the meeting will be posted on the MAG website under Resources for the Committee agenda, whenever possible. If it is not possible to post them before the meeting, they will be posted after the meeting.

2. Call to the Audience

Acting Chair Mattingly stated that according to the MAG public comment process, members of the audience who wish to speak are requested to fill out comment cards, which are available on the tables adjacent to the doorways inside the meeting room. Citizens are asked not to exceed a three minute time period for their comments. Public comment is provided at the beginning of the meeting for nonagenda items that fall under the jurisdiction of MAG and nonaction agenda items. Acting Chair Mattingly noted that no public comment cards had been received.

3. Approval of the October 24, 2013 Meeting Minutes

The Committee reviewed the minutes from the October 24, 2013 meeting. Tim Connor, City of Scottsdale, moved and Ramona Simpson, Town of Queen Creek, seconded, and the motion to approve the October 24, 2013 meeting minutes carried unanimously.

4. Draft 2014 MAG Conformity Analysis for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan

Cathy Arthur, Maricopa Association of Governments, presented the Draft 2014 MAG Conformity Analysis. She stated that transportation and air quality are linked since vehicles contribute emissions to concentrations that can violate federal air quality standards. The Clean Air Act requires that transportation plans, programs, and projects meet all applicable federal conformity requirements and are in conformance with air quality plans. Ms. Arthur indicated that air quality plans establish motor vehicle emission budgets. She noted that conformity analyses can still be required with or without EPA-approved conformity budgets in air quality plans. Ms. Arthur stated that Pinal County's conformity analysis, despite the lack of air quality plans and an established conformity budget, will be discussed later in the presentation.

Ms. Arthur stated that the Draft 2014 MAG Conformity Analysis was conducted for the new Draft FY 2014-2018 MAG Transportation Improvement Program (TIP) and Draft 2035 MAG Regional Transportation Plan (RTP). She indicated that the requirements for the conformity analysis include: utilization of the latest planning assumptions and emissions models, which includes the Motor Vehicle Emission Simulator (MOVES) model; timely implementation of transportation control measures; and a

consultation process. On July 30, 2013, the MAG Models, Methods, and Assumptions document was sent out for public review; comments were received from the Arizona Department of Environmental Quality (ADEQ) by the August 16, 2013 deadline. The comments and the response to comments are included in the conformity analysis. Ms. Arthur noted that there are two documents available on the MAG website: the MAG conformity analysis for the TIP and RTP and another conformity analysis for the Pinal County area.

Ms. Arthur discussed the differences in the conformity analyses this year. She stated that effective May 9, 2013, MAG has an expanded metropolitan planning area (MPA) boundary. Ms. Arthur added that the Sun Corridor Metropolitan Planning Organization (MPO) was formed and their boundary was established on May 6, 2013. The Pinal County PM-10 and PM-2.5 nonattainment areas are completely covered by both the MAG MPA boundary and the Sun Corridor MPA boundary. Transportation conformity is required for both nonattainment areas by both the MAG and Sun Corridor MPOs. Ms. Arthur indicated that since the Sun Corridor MPO is new, MAG is assisting the Sun Corridor with their conformity analysis. She stated that a conformity lapse went into effect for the Pinal County PM-10 nonattainment area on July 2, 2013. The conformity lapse means that regionally significant and federally funded transportation projects in the PM-10 nonattainment area cannot proceed until the conformity analysis is approved by the U.S. Department of Transportation (DOT). MAG staff is preparing the initial conformity analyses for the Pinal County nonattainment areas to help the new Sun Corridor MPO remove the conformity lapse. She noted that MAG is able to do the transportation modeling and conformity analysis for Pinal County since the MAG transportation modeling domain encompasses all of Maricopa and Pinal County. Ms. Arthur reviewed a map that displayed the MPO boundaries and nonattainment areas.

Ms. Arthur provided the conformity results for the Maricopa County nonattainment and maintenance areas for years 2015, 2025, and 2035. The goal is to make sure that the emissions for years 2015, 2025, and 2035 are equal to or lower than the emissions budget. Ms. Arthur mentioned that a minor correction was made to the traffic assignment in November. There were a few traffic assignment coding errors for the years 2025 and 2035; therefore, the conformity analysis was rerun for those years. She stated that the new results are nearly identical to the draft analysis. The maximum change that occurred because of the traffic assignment correction was 0.1 metric tons per day. Ms. Arthur indicated that 2035 remained the same and that the minor change only affected some emissions for year 2025.

Ms. Arthur displayed the carbon monoxide (CO) results in which the year 2025 was 0.1 metric tons per day higher. The CO emissions for years 2015, 2025, and 2035 are well within the conformity budget requirements. Ms. Arthur presented the volatile organic compounds (VOC) results for the conformity budget test. No changes were made to VOC emissions due to the change in traffic assignments. The VOC emissions, which contribute to the formation of ozone, meet the conformity budget requirements. Ms. Arthur reviewed the nitrogen oxides (NOx) results. She noted that the NOx emissions for 2025 were increased by 0.1 metric tons per day due to the traffic assignment correction. The NOx emissions, which contribute to the formation of ozone, are well within the conformity budget requirements. Ms. Arthur presented the PM-10 results for the Maricopa County nonattainment area. She stated that the results include additional sources of PM-10 emissions in addition to the MOVES onroad mobile sources. The additional sources include: exhaust; tire wear; brake wear; unpaved roads; paved roads; and road construction. No changes occurred to the PM-10 emissions because of the traffic assignment correction. The years 2015, 2025, and 2035 meet the PM-10 conformity budget. Ms. Arthur discussed that on November 22, 2013, MAG received a letter from the Environmental Protection Agency (EPA) that indicated they are likely to find the PM-10 budget in the MAG 2012 Five Percent Plan for PM-10 to be

adequate. This adequacy finding will likely be published in the Federal Register in December or January and the budget then becomes effective 15 days later. Ms. Arthur stated that the new budget of 54.9 metric tons per day will likely replace the 2006 budget of 59.7 metric tons per day prior to the approval of the final conformity analysis by the MAG Regional Council on January 29, 2014. She stated that the modeled PM-10 emissions will also meet the requirements of the new budget of 54.9 metric tons per day. Ms. Arthur commented that in August 2013 EPA alerted MAG to be prepared for the approval of the new budget in the MAG 2012 Five Percent Plan.

Ms. Arthur discussed the conformity analysis for the Pinal County PM-10 and PM-2.5 nonattainment areas. She indicated that the Pinal County Conformity Analysis is different since there are no approved air quality plans for these nonattainment areas; therefore, there are no approved or adequate emissions budgets. If budgets are not in place, a build/no-build analysis is required. Ms. Arthur noted that the PM-10, PM-2.5, and NOx emissions for Pinal County are measured in kilograms per day, which is a smaller unit of measurement than the metric tons per day used in Maricopa County, since the Pinal County emissions are lower, due to a much smaller PM-2.5 nonattainment area. The PM-10 emissions for the Pinal County PM-10 nonattainment area include: exhaust; tire wear; brake wear; unpaved roads; and paved roads. To meet conformity requirements the build emissions must be no greater than the no-build option. Ms. Arthur indicated that the PM-10 emission requirements are met for the Pinal County area.

Ms. Arthur presented the PM-2.5 emissions for the Pinal County PM-2.5 nonattainment area. The PM-2.5 emissions include: exhaust; tire wear; and brake wear. Ms. Arthur noted that the build emissions can be equal to, but not greater than the no-build category. The PM-2.5 conformity requirements are met for the Pinal County PM-2.5 nonattainment area.

Ms. Arthur discussed the NOx results for the Pinal County PM-2.5 nonattainment area. She stated that a NOx conformity test is required if the PM-2.5 nonattainment area does not have an air quality plan that demonstrates NOx is an insignificant contributor. The NOx emissions include only vehicle exhaust. The NOx emissions for the build scenario are one kilogram per day lower due to the corrections to the traffic assignment. Ms. Arthur noted that the conformity requirements are also met for NOx, since the build option is no greater than the no-build option.

Ms. Arthur discussed the funding provided for transportation control measures in the TIP. She stated that the budget totals \$1.2 billion for the 2014-2018 TIP. Ms. Arthur noted that this total does not include the \$28.3 million programmed for PM-10 certified street sweepers and paving unpaved roads. She reported that there is a considerable amount of funding programmed to ensure conformity requirements are met with control measures.

Ms. Arthur provided the conformity analysis schedule. On October 25, 2013 the Draft Conformity Analysis document was made available for a 30 day public review. The public hearing for the Draft 2014 MAG Conformity Analysis for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan was conducted on November 25, 2013. Ms. Arthur noted that public comments were received and MAG responded to the comments. The conformity analysis is being presented to the Committee to recommend approval to the MAG Management Committee and the MAG Regional Council. Ms. Arthur explained that if the document is approved by the MAG Committees, the conformity analysis will be submitted to the U.S. Department of Transportation at the end of January 2014. She noted that U.S. DOT indicated that they will try to approve the analyses by early February 2014.

Ms. Arthur provided the responses to comments received at the public hearing on November 25, 2013. Ms. Arthur indicated that one citizen provided comments at the hearing. Ms. Arthur added that written comments were also received from Jerry Wamsley at the U.S. Environmental Protection Agency.

Ms. Arthur summarized written comments received from Jerry Wamsley, United States Environmental Protection Agency, and the responses. The first comment stated thank you for the opportunity to review and comment on the MAG Draft 2014 Conformity Analysis. The comment goes on to note that, in general, the Draft 2014 Conformity Analysis provides a detailed analysis consistent with the requirements of the Transportation Conformity Rule, however clarification on several points is requested. The response thanked EPA for reviewing the draft conformity document and finding it to be consistent with the requirements of the Transportation Conformity Rule.

Ms. Arthur summarized the next written comment from EPA. The comment indicated that there is an array of control measure inputs and assumptions included in the conformity analysis. While these measures may have been approved as part of an air quality plan, the 2014 Conformity Analysis does not document if and when these control measures were approved into the SIP. It would be helpful if MAG provided the related Federal Register citations. The response stated that Table 4 in the 2014 MAG Conformity Analysis will be updated to include the Federal Register citations of EPA approval actions taken on control measures.

Ms. Arthur summarized the next comment from EPA. The comment stated that the 2014 MAG Conformity Analysis should explain the basis for assuming ten miles of unpaved roadway will be paved annually through 2035. Ms. Arthur discussed that roads will be paved through 2018 based on funding programmed in the TIP, however after 2018 the assumption is made that ten miles will be paved each year through 2035. The response stated that on page 59 of the Draft Conformity Analysis, Chapter 9 of the 2035 MAG Regional Transportation Plan states that ten miles of unpaved roads will be paved each year in the PM-10 nonattainment area. This assumption is based on the average number of miles of public unpaved roads that have been paved historically in the PM-10 nonattainment area. As shown on Table 10 on page 74, the programmed funding for these projects is \$22.5 million. The RTP assumes that this level of investment, as well as, local funds will continue to be available after FY 2018 to pave a minimum of ten miles of unpaved roads per year.

The next comment from EPA stated: please explain what growth assumptions are made for the public unpaved road network as it does not seem reasonable that this network will not change from the 613.4 miles estimated in 2009 through 2035. The response indicated that as stated on page 57, the vehicle miles traveled (VMT) is held constant for all conformity analysis years in order to estimate uncontrolled emissions (before applying reductions attributable to paving projects). The MAG Unpaved Road Inventory was conducted in 2009 and is updated every year. Since 2009, the annual updates indicate there have been major decreases in the miles of public unpaved roads. To be conservative in calculating uncontrolled PM-10 emissions, the conformity analysis assumes that the miles of public unpaved roads in 2009 remain constant through 2035. However, it is important to note, that while public unpaved roads are held constant, private unpaved roads increase over time as a result of lot splits. MAG determined an average annual growth in private unpaved road mileage of 0.9 percent.

Ms. Arthur summarized another written comment from EPA. The comment indicated that the 2014 Conformity Analysis should provide the basis for assuming that PM-10 certified street sweepers will be utilized and produce PM-10 emission reductions on paved roads in proportion with growth in the roadway network and VMT after 2012 and through 2035. This assumption may be questionable given

the reported loss of 23 of 123 certified street sweepers between 2001 and 2009 and no documentation of a plan for replacing or providing more certified street sweepers in the future. The response stated that Table 10 of the conformity analysis indicates there is \$5.8 million programmed in the TIP to purchase PM-10 efficient street sweepers in FY 2014-2017 with a lump sum also available in FY 2018. In every year since 2001, MAG has funded PM-10 certified street sweepers using Congestion Mitigation and Air Quality Improvement (CMAQ) funds. By 2010, virtually all conventional sweepers had been replaced with PM-10 certified sweepers. Ms. Arthur explained that 2010 is the base year since nearly all conventional sweepers had been replaced by PM-10 efficient sweepers. She noted that the benefit in 2010 will increase over time based on increases in VMT. Therefore, the PM-10 emission reduction benefit from the 100 PM-10 certified sweepers purchased with CMAQ funds and still active on December 31, 2009 was used as the 2010 base year estimate. Since 2010, street sweeper funding in the TIP has been used to replace older PM-10 certified sweepers, expand the area swept, and increase sweeping frequency. In addition to the funding already programmed in the FY 2014-2018 TIP, it is assumed that MAG will continue to fund PM-10 certified sweepers through 2035. The benefit of the PM-10 certified sweepers increases over time based on the growth in VMT.

EPA also commented that it would be helpful if the document referenced or provided the emission factors and calculations for estimating PM-10 emissions from paved and unpaved roads. Ms. Arthur stated that a new appendix will be added to the final conformity analysis that will detail the assumptions made for paved and unpaved roads, including: emission factors; VMT estimates; and the benefits from the control measures.

Ms. Arthur summarized the next comment. The comment stated: please explain why PM-10 emissions from all construction related activities are not a contributor to nonattainment and why road construction emissions are not addressed within the conformity analysis. Ms. Arthur indicated that this is referring to the Pinal County analysis; the Maricopa County area analysis does address road construction emissions. The response refers to Section 93.122(e) of the EPA Conformity Guidance document: "In PM-10 nonattainment and maintenance areas with implementation plans which identify construction-related fugitive PM-10 as a contributor to the nonattainment problem, the regional PM-10 emissions analysis shall consider construction-related fugitive PM-10 and shall account for the level of construction activity, the fugitive PM-10 control measures in the applicable implementation plan, and dust-producing capacity of the proposed activities." The MAG 2014 Conformity Analysis began on September 29, 2013. The ADEQ issued the proposed Arizona State Implementation Plan Revision for the west Pinal County PM-10 nonattainment area on November 7, 2013. Since no implementation plan for the Pinal County nonattainment area was available on the date that the Draft MAG 2014 Conformity Analysis began, the requirement to include road construction emissions does not apply.

Ms. Arthur summarized the final written comment from EPA. The comment stated that given the areas attainment of the carbon monoxide and one-hour ozone standard, we understand that MAG does not intend to reconcile future VMT estimates from their transportation demand model with Highway Performance Management System's (HPMS) VMT. While this may not be required, we encourage MAG to continue recalibrating and reconciling their transportation demand model results with HPMS VMT data. The response stated that on page 31 of the Draft 2014 MAG Conformity Analysis, "the most recent comparison of model-estimated and HPMS VMT for the travel demand model calibration year of 2011 concluded the model and HPMS VMT estimates were nearly identical." Ms. Arthur indicated that the 2011 VMT for the MAG transportation modeling domain was within one percent of the 2011 VMT reported by the Arizona Department of Transportation HPMS.

Ms. Arthur summarized a testimonial comment from Dianne Barker, Citizen. Ms. Barker's comment indicated that based on the lawsuit, if the federal government came in and did a transportation program in January that maybe it would help with air quality. She commented that the government is using arterial money to fund 80 percent of the light rail which has created a lot more congestion and pollution. The response stated that the conformity analysis includes the highway and transit networks for analysis years 2015, 2025, and 2035. Ms. Arthur noted that emission estimates are calculated using all of the transportation networks. She stated that the analysis concludes that conformity can be demonstrated in those future years with the entire transportation network.

Ms. Arthur summarized the final testimonial comment from Ms. Barker. The comment stated that there is \$6.8 million from 2014 to 2017 for Trip Reduction and Telework Programs. This is very good. It is for encouraging and training over 1,000 employers here in the Valley. Ms. Barker also commented on the benefits of the programs. The response indicated that a discussion of Transportation Demand Management in the MAG region is described in Chapter 18 of the 2035 MAG Regional Transportation Plan. Transportation Demand Management Programs encourage reductions in travel demand within the transportation system. Ms. Arthur noted that the \$6.8 million is included in the FY 2014-2018 TIP for the Trip Reduction and Regional Rideshare and Telework Programs.

Tim Connor, City of Scottsdale, inquired if discussion occurred on the other measures of dust mitigation on unpaved roads, such as stabilization. Ms. Arthur replied that while stabilization reduces PM-10 emissions, a commitment to continue stabilization methods is needed. She explained that the benefit of stabilization applies to the year that stabilization occurred, however it is difficult to project stabilization without a commitment or measure to maintain stabilization. Ms. Arthur also indicated that it depends on the frequency of the commitment to stabilize. Mr. Connor indicated that depending on weather and rainfall, Scottsdale generally stabilizes twice per year. Ms. Arthur stated that credit for stabilization could occur if a long term stabilization commitment was made. She noted that to be conservative, stabilization was not included for credit in the analysis.

Acting Chair Mattingly requested a motion to recommend approval of the Draft 2014 MAG Conformity Analysis for the Draft FY 2014-2018 MAG Transportation Improvement Program and Draft 2035 MAG Regional Transportation Plan. Doug Kukino, City of Glendale, moved, and Steve Trussell, Arizona Rock Products Association, seconded, and the motion to recommend approval of the Draft 2014 MAG Conformity Analysis carried unanimously.

5. Update on the MAG 2012 Five Percent Plan for PM-10 and Exceptional Events

Lindy Bauer, Maricopa Association of Governments, provided an update on the MAG 2012 Five Percent Plan for PM-10 and exceptional events. She stated that on September 12, 2013 EPA published a notice that the PM-10 motor vehicle emissions budget in the MAG 2012 Five Percent Plan for PM-10 was being reviewed for adequacy to enable its use for conformity purposes. She mentioned that EPA sent a letter on November 22, 2013 indicating that adequacy was determined. Ms. Bauer noted that the motor vehicle emissions budget will be effective 15 days after it is published in the Federal Register.

Ms. Bauer stated that U.S. Senator Jeff Flake conducted an Arizona only listening session with EPA on November 20, 2013 to provide an opportunity for Arizona stakeholders to discuss exceptional events issues. She commented that it was a very productive conference call and MAG appreciated being involved in the listening session. Ms. Bauer discussed MAG's top three items with regard to the Exceptional Events Rule: more deference should be given to states; the process and documentation needs

to be streamlined; and the Exceptional Events Rule needs to accommodate and recognize differences in regional climates and weather conditions. Ms. Bauer noted that a majority of comments from both the private and public sector were right in line. She stated that EPA recently published a regulatory agenda that indicates EPA intends to publish a notice of proposed rulemaking for the Exceptional Events Rule in April 2014. The final rulemaking is scheduled for April 2015.

Ms. Bauer indicated that, to date, there have been six exceptional event days in 2013. MAG staff is preparing four out of the six packages of exceptional event documentation. Additionally, on December 3, 2013, EPA published a final rule in the Federal Register approving several of the statutes for the measures in the MAG 2012 Five Percent Plan for PM-10. Ms. Bauer noted that this final rule becomes effective January 2, 2014. She commented that these are all positive steps toward approving the Plan. Acting Chair Mattingly thanked Ms. Bauer for the update.

6. Update on the MAG 2013 State Implementation Plan Revision for the Removal of Stage II Vapor Recovery Controls

Matt Poppen, Maricopa Association of Governments, provided an update on the MAG 2013 State Implementation Plan (SIP) Revision for the Removal of Stage II Vapor Recovery Controls. He stated that three schedules for removal of Stage II controls in the Maricopa ozone nonattainment area were presented at the last Committee meeting. The scheduling options include: the Arizona agencies preferred a schedule of new gasoline dispensing facilities being constructed without Stage II controls in 2014 and to decommission Stage II controls from existing facilities in 2016-2017; the EPA suggested a schedule of new facilities being constructed without Stage II controls in 2014 and Stage II removal for existing facilities in 2017-2018; and the third option is to construct new facilities in 2014 without Stage II and existing facilities would decommission Stage II in October 2016 through September 2018, after the 2016 ozone season. Mr. Poppen noted that the emission increases associated with the scheduling options are included in the presented table, as well as, the emissions associated with retaining Stage II controls for comparison purposes.

Mr. Poppen stated that Arizona agencies had a conference call with EPA on November 15, 2013. He indicated that the Arizona agencies discussed the preferred scheduling option with EPA. EPA responded by recommending a Stage II removal schedule for new gasoline dispensing facilities beginning in 2014 and existing facilities after the 2016 ozone season, from October 2016 to September 2018. The Stage II removal schedule that begins after the 2016 ozone season for existing facilities results in the smallest temporary emission increases of the scheduling options. In addition, Mr. Poppen discussed that EPA provided direction on other elements of the SIP revision. EPA requested the statutory authority for Stage II removal in the Maricopa ozone nonattainment area be included as part of the SIP revision. Mr. Poppen stated that EPA indicated that they prefer one SIP revision that would include removal of Stage II for both new and existing facilities. EPA also indicated that they are unlikely to issue a federal enforcement discretion letter allowing for Stage II removal in place of a SIP revision. In addition, EPA specified emission offsets would not be necessary if the Stage II removal schedule that results in the smallest temporary emission increases was selected.

Rebecca Hudson, Southwest Gas Corporation, inquired about the legislation for Stage II removal. Michelle Wilson, Arizona Department of Weights and Measures, replied that the Arizona Department of Weights and Measures is working on drafting the legislative bill with a representative. Ms. Hudson asked if the bill would include other components, in addition to the Stage II control removal. Ms. Wilson

responded that the bill will mainly include removal of Stage II controls and retention of Stage I requirements. Acting Chair Mattingly thanked Mr. Poppen for the presentation.

7. Call for Future Agenda Items

Acting Chair Mattingly requested suggestions for future agenda items. He indicated that the next meeting of the Committee has been tentatively scheduled for Thursday, January 23, 2014 at 1:30 p.m. Acting Chair Mattingly stated that a copy of the tentative 2014 meeting schedule for the Committee is provided.

Diane Arnst, Arizona Department of Environmental Quality, reminded the Committee of no burn days. She commented that the Durango monitor was close to exceeding the PM-2.5 standard on November 30, 2013. Ms. Arnst noted that information on no burn days can be found at the Clean Air Make More website. She stated that the website includes a toolkit and tips for no burn days. Ms. Arnst mentioned lighting a candle or utilizing a gas fireplace on no burn days and spreading the word to family and friends on this topic. She added that Christmas Eve, Christmas Day, New Year's Eve, and New Year's Day are the most troublesome days.

Mr. Trussell inquired about a future agenda item discussing CMAQ projects for the Pinal County PM-10 nonattainment area. Ms. Bauer responded that the CMAQ call for projects is currently underway for PM-2.5 CMAQ funding in the Pinal County PM-2.5 nonattainment area. She stated that it is anticipated these projects would be presented to the Committee in January 2014. Mr. Trussell asked about the deadline for project submittals. Ms. Bauer replied that the deadline was November 22, 2013. She noted that once the projects are submitted the projects are then evaluated for air quality impacts and cost effectiveness. With no further comments, the meeting was adjourned at approximately 2:15 p.m.